

Regional Transportation Investment District

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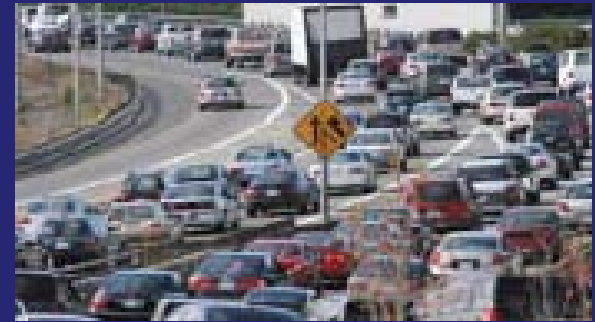
**Regional
Transportation
Investment
District**



Reducing traffic congestion by investing in roadways and bridges in King, Pierce and Snohomish counties

Roads and Transit Vision

- It's decision time for transportation
 - Overwhelming congestion
 - Infrastructure is unsafe
 - Costs increasing
 - Public demand
 - Economic future
- We have a long-range regional plan, need to set priorities for next investments



Taking A New Approach

- Local leaders bringing Roads and Transit package to voters in fall of 2007
- Integrates roads and transit investments
 - Predictable travel times
 - Reliable travel
 - More choices
 - Coordinated construction
 - Lower costs
- Addresses congestion, fixes safety problems
- Focuses on most heavily traveled corridors
- Respects taxpayers

Core Principles

- We need to build unified support
- We need to provide benefits regionally
- We need to use best analytical tools
- We need to think in terms of traffic flow and key corridors
- We need to create an affordable plan
- We need to build off state investments to complete roads and bridges
- We need to be accountable

A Comprehensive Solution

- Our region's first integrated transportation voter proposal
- Combines roads and transit investments into a unified plan
- Coordinates phasing and construction
- Connects investments to move people through congested corridors



Key Roadway Projects in our Current Plan

- Alaskan Way Viaduct, SR 520 Bridge
- SR 167, I-5 and I-405 in King County
- SR 167 connection with Interstate 5 and Port of Tacoma
- Cross-Base Highway in Pierce County
- Widen SR 9 and SR 524, improve I-5 and US 2 Trestle in Snohomish County



Transit Projects

- Sound Transit leading transit planning
- Roadway and transit planners coordinating
- Goal is integrated and seamless travel for cars, trucks and transit



RTID Basics

- Voters must approve creation of district, boundaries, revenue sources, projects, tolling
- Authority to impose the following taxes
 - 0.1% sales and use tax
 - 0.8 % MVET based on new valuation
 - Parking tax
 - Local option fuel tax
 - Employer excise tax
 - Tolls

Basics (cont.)

- Investments to fund highways of statewide significance
- Goal:
 - Congestion relief
 - Safety for the Alaska Way Viaduct and 520 Bridge
- Transit construction mitigation plans included

Revenue Example

- | Source | Forecast |
|--------------------------|----------|
| • 0.1% sales and use tax | 2,233 |
| • 0.8% MVET | 4,811 |
| • Total Revenue* | 7,044 |
| • *3-county revenue | |
- Revenue raised in each county, stays in the county.

RTID/Sound Transit Activities

- Implement legislative direction
- Joint executive board meeting (June)
- Joint decision process: boards, CEOs, management, planners, engineers, finance
- Aligning assumptions: forecasts, models, estimation tools

Next Steps

- Fall 2006 - Finalize details with Sound Transit
 - Scopes, cost estimates
 - Construction schedules
 - Finance plans
- Seeking public input on draft plan with Sound Transit
 - Regional public meetings scheduled for Sept
 - Speaking engagements
 - Briefings to jurisdictions
- Winter 2007 - Unified plan completed
- Spring 2007 - County councils' approval
- November 2007 - Vote

Closing

- Delay is expensive in cost escalation, lost opportunities
- Looked at successful proposals from other regions
 - They focussed on corridors
 - They integrated roads and transit
 - They set clear priorities
- We are on our way to the 2007 ballot

